

**Assembly Bill 163 (Mendoza)  
Green and Healthy Workplace Bicycle  
Facilities Act of 2007**

**Hearing Information**

April 24, 2007

Assembly Committee on Business and Professions

**About the Bill**

AB 163 would require the Department of General Services, in consultation with the State Architect and other state agencies, to adopt regulations establishing standards for bicycle facilities, including parking areas, showers, and lockers in state-owned and state-leased buildings. The bill would require each state agency to develop programs to promote and encourage bicycle commuting and use of bicycles for work-related trips, as well as to manage its bicycle facilities. It would also require, on and after July 1, 2010, a capital plan for, or renovation of, state buildings to comply with the adopted regulations.

**Background**

The State of California has goals regarding increasing transportation choice, reducing traffic congestion, improving air quality, conserving energy, reducing greenhouse gases, improving social equity and increasing physical activity to promote public health. Increased levels of bicycling by state employees and by visitors to state buildings will help reach all these important goals.

**State policies towards bicycling not always adequate or consistent.** The state's policies towards bicycling have sometimes discouraged, rather than encouraged, bicycle use by its employees and those in the community. In many cases, cyclists face no or inadequate bike facilities at their workplace. There may be no place to store their bikes safely, shower or keep their clothes and other personal items.

The state's policies have been inconsistent between (and sometimes within) departments, agencies and locations. There is a hodge-podge of different arrangements. Some state employees enjoy state of the art bike facilities while accommodations elsewhere are substandard—making it difficult or impossible to bike commute. Sometimes privileges or facilities are available to some categories of employees, but denied to others.

**Backward steps.** Sacramento bike advocates were lulled into complacency after two fairly recent state buildings on I Street, the Department of Justice and the CalEPA HQ, were built with good to very good facilities for cyclists. Unfortunately, the East End Project reversed the trend towards excellence and revealed the need to establish minimum standards for bicycle facilities and clear policies for their use—policies that covered all state used buildings and all state workers and ensured minimum quality standards.

**Need for minimum standards.** California Government Code has a section on Parking Facility Requirements at State Agencies & Building. Section 14679.5. says "(a) Any state agency which has under its jurisdiction or control any parking facility, which is available to state officers and employees or to private persons who desire to conduct business with a state agency, shall construct, operate, and maintain bicycle and moped parking facilities for the use of bicycle and moped riders."

However, the state has not established standards for the design, quantity or location of the bike parking. There is no differentiation in the code between long term employee bike parking and short term visitor parking. Because it is often non-cyclists who make decisions about providing bike parking, the results can be unsatisfactory. Non-cyclists may make poorly informed and incorrect judgments about what is suitable.

While bike parking may be required in some situation, there are no requirements for showers or clothing lockers which may be essential for some employees in order for them to be able to commute by bike.

Just as the state does not have standards for construction of bike facilities at state buildings, it does not have standards for operating bike facilities. As a result, bike facilities may be poorly managed, maintained and promoted, but employees or visitors have little recourse when they seek improvements.

**Multiple benefits.** The state's bicycle facilities and policies should be a model to all employers statewide. The state can help achieve some of its most important goals by better serving cyclists. The state will benefit from healthier employees in the process. Joggers and other employees who exercise at lunch or before or after work can also use the showers and lockers.